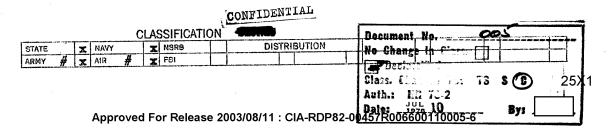
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	COUNTRY	Germany (Russian Zone)/C	zechosloval	kia	DATE DISTR.	27 December	1950
•	SUBJECT	Construction of Railroad Roads in the Aue Uranium		NO. OF PAGES	2		
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- The construction of a second track on the ane-Schwarzenberg-Johann Jeorgenstadt Karlsbad line has been under way at an accelerated rate since the spring of 1950. This line proviously was a branch line with many curves and was capable of carrying only trains of medium length and weight. Along most of it's course it paralleled National Highway No 296 which runs along the valley of the Schwarzwasser River. The ascent from Schwarzenberg, which is 500 meters above sea level, to Johann-Georgenstadt, at an altitude of 750 meters, necessitates a shifting of the roadbed at many points, climination of curves, construction of bridges, and construction of railroad station facilities in addition to other construction. The line is to be converted into a main line connecting the Ewickau industrial area and the Aue uranium mining district with Czechoslovakia. * National Highway No 296 connecting Schwarzenberg and Karlsbad was being torn up. It was to be widened 2 meters, streightened, and surfaced with cobblestones. ** Four or five underground telephone cables, consisting of 65 strands each, are being laid along the road. This road is within the restricted area and is heavily guarded.
 - 2. Work on an extensive road construction program was started by the "ismut Corporation in September 1749. The improvement of the Eibenstock-Johann-Georgenstadt road had to be completed under adverse weather conditions by 1 May 1950. This road, which is an important North-South route, is now capable of carrying the heaviest loads. Subsequently many highways in the mining district were provided with hard surfaces, as were many forest roads. The entire road construction morram met with great technical and financial difficulties. The Wissatt Corporation oned one group of sub-contractors no less than 200,000 eastmarks. The roads which were newly-constructed or improved were designed to facilitate the approach to the most productive mines such as Mine 279, Stalin Mine, Johanngeorgenstadt-Breitenbrunn, Mine 205 about 10 km south of Johanngeorgenstadt, and Mine 276 near Gruenstaedtol. ***



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Schwarzenberg Johanngeorgenstadt line was reported previously.

The Aus-Schwarzenberg section was completed by 21 July 1050.

The entire project is scheduled for completion by 31 December 1950.

The construction of a second track as far as Karlshad in Czechoslovakia was not originally planned. However, it is possible that the line is to be connected with the trunk line between Aussig and Eger.

Comment. National Highway No 296 was a typical mountain road with a hard but narrow surface, many curves and steep grades. The mines all over the surrounding terrain need a connection to the available road system.

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